should set up the necessary plant for button-making out of conch shells within one year of the date of grant and that he should popularise button manufacture as a cottage industry among the coast fishermen. The organisation of several other industries is being also stimulated wherever practicable. The industrial development of the country requires in a pre-eminent degree the hearty co-operation of the people to supplement the efforts of Government.

30. **Industrial training.**—Under the scheme for the award of scholarships for industrial and technical studies, four foreign scholarships of the annual value of £. 150 and two Indian scholarships of the monthly value of Bh. Rs. 50 each were given to six candidates, five of whom are graduates and all born subjects of His Highness the Maha Raja. The subjects of study selected for them are chemical engineering and industry, weaving and dyeing, soap and oils, tanning and leather manufacture, manufacture of shellac, sealing wax, etc., and wood distillation. All these students are reported to be progressing satisfactorily, and it is hoped that their return after training will afford additional impetus to the cause of industrial advancement in the State.

31. **Co-operative Societies.**—The total number of co-operative societies at the end of 1092 was 40. Of the 14 new societies registered in 1092, 12 are credit societies, while the remaining two are societies for purchase and sale. The work of the department during the year was marked more by consolidation than by expansion. The total number of members rose from 945 to 2,034, the working capital of the societies from Bh. Rs. 74,987 to Bh. Rs. 1,37,122 and the paid-up share capital from Bh. Rs. 13,537 to Bh. Rs. 24,710. A noteworthy feature of the year's work is the special attention bestowed on the organisation of a few societies for the relief of backward classes. The most conspicuous among such societies is the agricultural credit society registered at Muttam in the Kartikapalli taluk, which has been started with the object of helping Pulayas. Credit societies have also been organised in certain centres for the benefit of those following the industries of fishing and weaving in addition to agriculture. Agricultural credit continued to be the main form of co-operation in demand. Government are glad to learn from the Registrar's report that a spirit of mutual trust and confidence is developing among the members, and that agriculture, trade and industries have begun to receive support from co-operative societies. Since the close of the year, the restrictions imposed on Government servants in the matter of becoming office-bearers of co-operative societies have been relaxed. I avail myself of this opportunity to once again exhort you, Members of the Assembly, to do your best to make the co-operative movement a success in Travancore.

32. **Public Works.**—The question of the development of minor roads, for which there is insistent demand, has for some time past been engaging the anxious attention of the Government and the Chief Engineer. Mr. Bastow has now submitted a scheme for the formation of local boards for dealing with this question. The scheme is under the consideration of the Government.

33. **Railway.**—It is a source of genuine gratification to me to be in a position to announce to you that the Quilon–Trivandrum Railway was opened for traffic on the 1st January, 1918. What with the difficulty of securing rolling stock for the Railway at this time of war, and with the abnormal and unforeseen engineering difficulties presented by the Paravur and Kilimukku embankments, the prospects of the early completion and opening of the line were gloomy some time ago, and it is due to the generous sympathy of the Government of India and the professional skill of Mr. O'Shaughnessy, the Deputy Chief Engineer of the Railway in charge of construction, that it has been possible for His Highness the Maha Raja to confer this great benefit on the people now. The total length of the line is $37\frac{3}{4}$ miles. The revised estimate originally received from the South Indian Railway Company for Bh. Rs. 54,02,579 was scrutinised again and reduced ultimately to Bh. Rs. 52,98,090. The amount spent on the construction of the line up to the close of 1917 is Bh. Rs. 46,56,684. Government are aware that the present service of one train up and one down between Quilon and Trivandrum is inadequate to meet the demands of traffic on the line and every endeavour is being made to increase the number of trains running either way.

LIBRARY ARCHIVES Kerala Legislative Assembly